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Miss Putnam's conclusion is that in 1542 a Spaniard, Juan Paez, wrote down California as the name for the peninsula, but he did not give it as a newly-bestowed term. Who first applied the name is yet unrevealed. By 1600 it was generally used for the peninsula, and from here it gradually traveled northward to cover in time the two Californias.

With praiseworthy consideration for the reader, Miss Putnam has relegated all surmises as to the etymology of the word "California" to one appendix; and an investigation of the authorship, land of origin, and basis sources of *Amadis de Gaula* to another. The monograph is prefaced by a map.

EVERETT S. BROWN

Development of the British West Indies, 1700-1763. By Frank Wesley Pitman, Ph.D., instructor in history, Sheffield scientific school, Yale university. (New Haven: Yale university press, London: Humphrey Milford, Oxford university press, 1917, 495 p. \$2.50 net)

This book is a worthy product of the historical laboratory of Yale university, where a notable group of scholars has done epochal work in the field of colonial history. It is only within recent years that the West Indies have been subjected to serious and systematic inquiry and that their position in the current of world history has begun to be made clear. The average reader is still prone to think of them, to paraphrase Trollope, as a Niggery-Hispano-Anglo-Franco-Yankee-Doodle sort of place.

The book before us represents a distinct and notable step towards placing the economic history of the British West Indies upon a solid footing. Quite ignoring all romance, the author has set about to ascertain from original sources how men really lived, moved, and had their being in that land of buccaneers and buried treasure, of hurricanes and earthquakes, of alternating famine and prosperity. So thoroughly was the life of the eighteenth century West Indian bound up with the production and distribution of sugar, that the present volume might fairly be described as a history of sugar in the British West Indies from 1700 to 1763. Sugar was the pivotal industry in Caribbean lands. To cultivate the fields of cane, negro slaves were brought from the Guinea coast of Africa in innumerable slave ships manned by sailors representing all the nations of western Europe. The civil government was adjusted to the needs of a community that was nine-tenths black. A society built upon this single industry was peculiarly dependent upon the outside world. The planting population came to look to ships that hailed from Providence, Boston, New York, and Philadelphia for lumber and staves,

fish and provisions. And in return northern skippers paid good prices for West Indian sugar and molasses.

It is this distinctive life that Mr. Pitman describes and analyzes in some of its vital phases. The opening chapter is devoted to British West Indian society, the remaining thirteen to the economic life. Political institutions are referred to only incidentally. In the eighteenth century even more than today, the tropics were "a rich man's heaven and a poor man's hell." The absence of anything approaching a middle class meant a lack of stability in social conditions. The writer undertakes to show how large-scale production crowded the poorer white people to the wall, and created a small group of wealthy plantation owners, many of whom returned to England where they became an important influence in shaping British colonial policy. Thus, the "molasses act" of 1733 arose out of the fear of planters from the soil-exhausted British islands regarding foreign competition. They feared most French competition in the fertile islands of Martinique and Guadeloupe.

Illicit trading of the North American colonies, which had developed on a large scale after the peace of Utrecht, continued apace after 1733, particularly with the French and Spanish colonies. Failure of British statesmen to adjust colonial administrative machinery to changing trans-Atlantic conditions, rendered restrictive legislation of little avail. The molasses act "marked the first triumph of the West Indian interest in England" (p. 263). "It was the serious attempt by the British government in 1760 to enforce this law," says the author (p. 272), "and again in 1764 by lower duties to interfere with trade to the foreign West Indies, that ushered in the revolutionary movement." And again (p. 325): "It was in this atmosphere of commercial depression that the germinal ideas of the American Revolution found root. Thus the enforcement of the Molasses Act at the close of the French War, after thirty years of obsolescence, prepared the way for the movement that ended in revolution." By preventing the acquisition of the French sugar islands in the Peace of Paris, the West India planting interest lost to England an opportunity to curb the maritime power of France, and necessitated "a policy of coercion that led straight to revolution." There is indeed good reason to suppose that this concession to French sea-power, because of the aid that it enabled the English colonies to secure from France during their revolt, was an important factor in determining the outcome of the war of American independence.

Chapters on the slave trade, the distribution of West Indian products in European markets, and the financial basis of West Indian commerce, constitute important contributions to West Indian history. Eleven appendices present interesting data on population, slaves, products, and

smuggling. There is an elaborate index of 63 pages, and a number of illuminating graphic charts. There is indeed little of criticism to offer. Many names and figures might have been relegated to the footnotes in the interest of readability. A detailed map of eighteenth century Jamaica would have been useful. A few typographical errors have been noted: elusive (p. 277), Heyliger (pp. 291, 331), Crab (p. 106), proportions (p. 197). But the book is a monument of painstaking industry and conscientious scholarship.

WALDEMAR WESTERGAARD

The first Canadians in France. The chronicle of a military hospital in the war zone. By F. McKelvey Bell. (New York: George H. Doran company, 1917. 308 p. \$1.35)

The first contingent of Canadian forces crossed the Atlantic in October, 1914. It was the hospital unit that received the first orders to cross the channel, after three weeks existence in the rain and mud of Salisbury Plain. The author, an officer of the corps, does not seek to give a serious, detailed narrative of the establishment of the hospital although it was an achievement highly successful. It is his purpose rather to present a readable tale, stripped of gruesome truth; a story of pleasant facts. The book is a series of incidents filling in the chronological framework of the enterprise. The experiences are those of the individuals composing the unit and deal with disembarkation in England, transfer to France, establishment of the hospital and the end to which all efforts had been directed, the reception of the wounded soldiers. There are stories of the two distinct groups preceding the Canadians, English Tommies and German prisoners. In April of 1915 came the gas attack near Ypres when the Canadians made their spectacular stand. The book concludes with a eulogy of their bravery.

L. A. L.

Rise of ecclesiastical control in Quebec. By Walter Alexander Riddell, Ph.D., director of social surveys for the Methodist and Presbyterian churches, Canada. [Studies in history, economics and public law, edited by the faculty of political science of Columbia university, whole no. 174, vol. LXIIV, no. 1] (New York: Columbia university press, London: P. S. King & son, limited, 1916. 195 p. \$1.75 net)

Mr. Riddell's doctoral thesis concerns itself with the causes that have induced "the present position of unparalleled ecclesiastical control in Quebec." He seeks these causes in the earliest history of the French in North America. Studying the origins of the early immigrants he finds that, despite the fact that they came from many provinces and regions of France, they rapidly acquired in Canada a homogeneity and